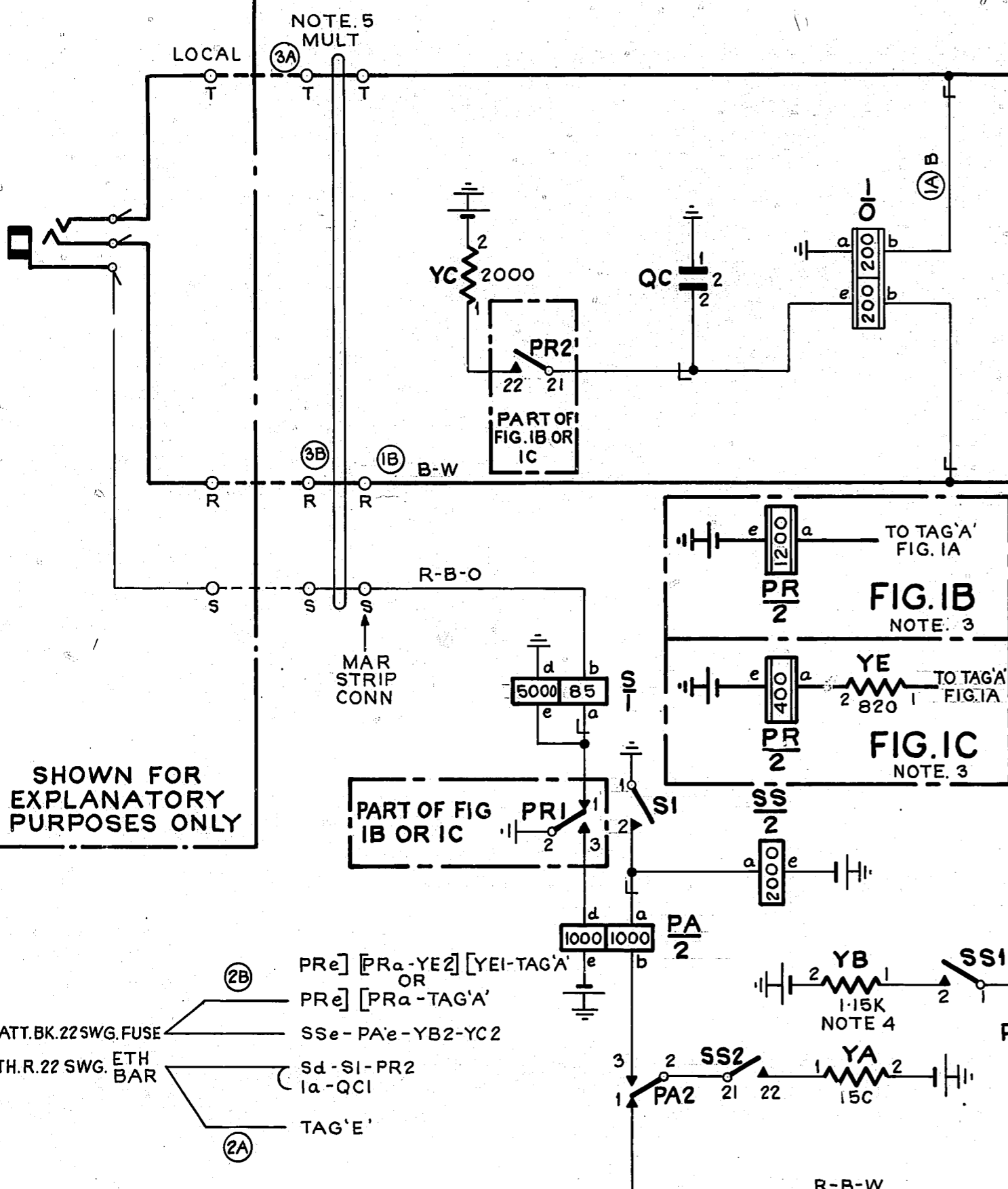
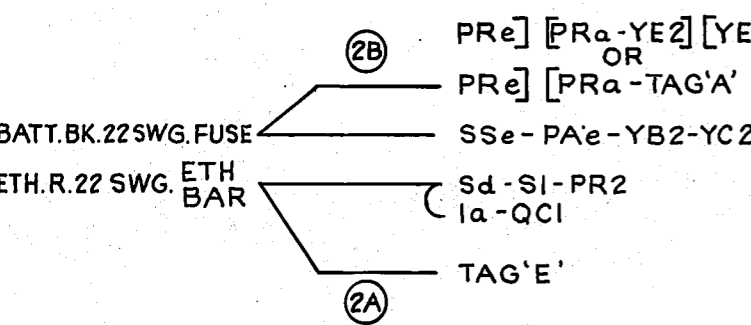


FIG. 1A M.A.R.

I.D.F.



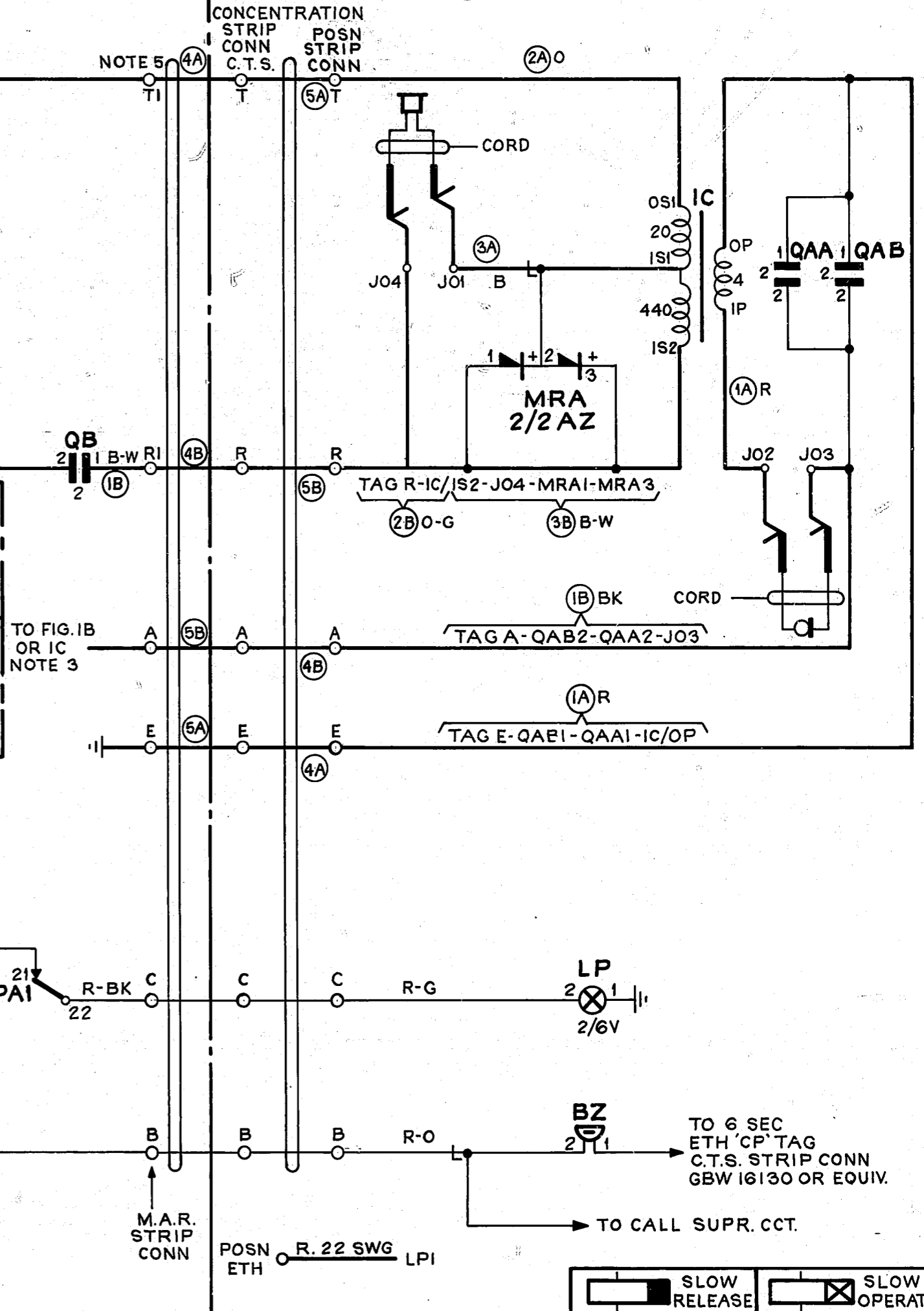
SHOWN FOR EXPLANATORY PURPOSES ONLY



- NOTES:-**
1. FUSE 1.5A PER CCT.
 2. FIG. 1. ALL WIRING TO BE IN 25 SWG. UNLESS OTHERWISE SPECIFIED. FIG. 2. ALL WIRING TO BE IN 25 S.W.G. UNLESS OTHERWISE SPECIFIED
 3. FIG. 1B TO BE USED FOR NEW WORK. FIG. 1C IS PROVIDED FOR RETROSPECTIVE CHANGE, FIGS. 1B & 1C ARE SUITABLE BATTERY FEED FOR LIGHTWEIGHT HEADSETS.
 4. ON EARLIER EQUIPMENT 'YB' WAS 1200 OHMS
 5. IN SOME EXCHANGES THE MANUAL SWITCHBOARD IS SITUATED IN A BUILDING REMOTE FROM THE AUTO EQUIPMENT BUILDING AND IN SUCH CASES THE CONNECTIONS BETWEEN THE M.A.R. STRIP CONN. AND THE C.T.S. STRIP CONN. ARE CABLED VIA THE I.D.F. MULT. AND/OR LOCAL (AUTO BUILDING) AND A MANUAL ROOM FRAME (MANUAL BUILDING)

FIG. 2. SWITCHBOARD

EQUIPPED ON 5TH, 14TH & EACH SUCCESSIVE 9TH POSN



RETRACED	(99921)	3A	29873	B5-H
FIG. 2:- BZI WAS CONN. TO ETH (2418)		3A	19-4-73	B5H
NOTE. 5 ADDED	(69312)	3	11-10-63	D.B.H.
FIG. 1A WAS FIG. 1. FIG. 1B, 1C & NOTE. 4. ADD. 1a & QCI WERE NOT EARTHED (50418)		2	7-9-62	D.B.H.

AMENDMENT PARTICULARS	ISS.	DATE	APD	G.S. 3-12-47	SIZE S	50V	H
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AT&E LTD	662 RC DS	APD.	DRAWN	CHECKED	WIRING	CIRCUIT	GBW 12770
LIVERPOOL	W.L.B.	H.E.H.	25	KC	KC	30	

